

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**  
**36**  
Gloucester County

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Gloucester Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Gloucester County																
				From:	Mathews County Line											
3	4.07	13000	F	97%	1%	1%	1%	1%	0%	C	0.091	F	0.655	13000	F	2003
				To:	36-623											
3	2.18	18000	F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.640	18000	F	2003
				To:	US 17 Bus E of Gloucester CH											
				From:	King & Queen County Line											
14	1.04	3900	F	90%	1%	1%	3%	6%	0%	F	0.088	F	0.648	4000	F	2003
				To:	W US 17 Adner											
14 17	3.73	11000	F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.538	12000	F	2003
				To:	36-615											
14 17	1.65	12000	F	96%	0%	2%	0%	1%	0%	F	0.080	F	0.544	13000	F	2003
				To:	36-606 Ark											
14 17	2.45	14000	F	96%	0%	2%	0%	1%	0%	F	0.085	F	0.577	15000	F	2003
				To:	US 17; Bus US 17											
14 Bus 17	0.56	7300	F	98%	1%	1%	1%	0%	0%	C	0.086	F	0.516	7400	F	2003
				From:	36-1007											
14 Bus 17	0.71	12000	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.564	12000	F	2003
				To:	SR 3											
14 3	2.18	18000	F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.640	18000	F	2003
				From:	36-623											
14 3	4.07	13000	F	97%	1%	1%	1%	1%	0%	C	0.091	F	0.655	13000	F	2003
				To:	Mathews County Line											
				From:	York County Line											
17 George Washington Me	1.47	33000	F	97%	0%	1%	0%	1%	0%	F	0.089	F	0.679	36000	F	2003
				To:	36-1208 Roper Rd											
17 George Washington Me	1.49	33000	A	96%	0%	2%	0%	1%	0%	C	0.100	A	0.659	34000	A	2003
				To:	SR 216 Hayes											
17	2.92	35000	F	96%	0%	2%	0%	1%	0%	F	0.094	F	0.646	37000	F	2003
				From:	36-636 Ordinary											
17	3.12	31000	F	96%	0%	2%	0%	1%	0%	F	0.089	F	0.626	33000	F	2003
				From:	36-628											
17	3.01	28000	F	96%	0%	2%	0%	1%	0%	F	0.089	F	0.587	30000	F	2003
				To:	Bus US 17 South of Gloucester CH											
17	1.68	17000	F	95%	1%	1%	1%	2%	0%	C	0.086	F	0.563	18000	F	2003
				To:	Bus US 17 North of Gloucester CH											
17	2.45	14000	F	96%	0%	2%	0%	1%	0%	F	0.085	F	0.577	15000	F	2003
				To:	36-606 Ark											
17	1.65	12000	F	96%	0%	2%	0%	1%	0%	F	0.080	F	0.544	13000	F	2003
				To:	36-615											
17	3.73	11000	F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.538	12000	F	2003
				To:	SR 14 Adner											
17	4.77	6700	F	96%	0%	2%	0%	1%	0%	F	0.076	F	0.538	7100	F	2003
				To:	SR 33 Glenss											
17	1.55	12000	F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.506	13000	F	2003
				To:	Middlesex County Line											
				From:	US 17 South of OF Gloucester											
Bus 17	1.20	21000	F	98%	0%	1%	0%	1%	0%	C	0.086	F	0.631	22000	F	2003
				To:	SR 3											
Bus 17	0.71	12000	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.564	12000	F	2003
				To:	36-1007											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Gloucester County</b>																
Bus 17	0.56	7300	F	98%	1%	1%	1%	0%	0%	C	0.086	F	0.516	7400	F	2003
				From:		36-1007										
				To:		US 17 North of Gloucester CH										
33	2.92	6200	F	90%	1%	1%	2%	7%	0%	F	0.096	F	0.615	6300	F	2003
				From:		King & Queen County Line										
33 17	1.55	12000	F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.506	13000	F	2003
				From:		US 17 Glenss										
				To:		Middlesex County Line										
198	4.45	2100	F	93%	1%	3%	1%	2%	0%	F	0.095	F	0.627	2100	F	2003
				From:		US 17 Glenss										
198	2.92	2100	F	93%	1%	3%	1%	2%	0%	F	0.09	F	0.611	2200	F	2003
				From:		36-601 Cash P O										
198	4.10	2300	F	93%	1%	3%	1%	2%	0%	C	0.088	F	0.54	2400	F	2003
				From:		36-606 Harcum										
				To:		Mathews County Line										
216	3.61	8400	F	98%	0%	1%	1%	0%	0%	C	0.087	F	0.641	9200	F	2003
				From:		US 17 Hayes										
				To:		36-649 Achilles										
600	1.10	70	R								NA			NA		03/31/2003
				From:		Dead End										
				To:		36-647										
601	1.94	600	F	90%	2%	5%	2%	1%	0%	F	0.109	F	0.628	610	F	2003
				From:		US 17										
601	3.04	500	F	90%	2%	5%	2%	1%	0%	C	0.102	F	0.529	510	F	2003
				From:		36-610										
				To:		SR 198										
602	2.40	1100	F	96%	1%	2%	1%	0%	0%	C	0.093	F	0.52	1100	F	2003
				From:		SR 3										
				To:		SR 198										
603	3.80	450	R								NA			NA		04/02/2003
				From:		36-605										
				To:		SR 198										
604	1.00	2600	F	96%	1%	2%	1%	0%	0%	C	0.104	F	0.663	2600	F	2003
				From:		SR 3										
				To:		36-605										
605	1.16	2200	R								NA			NA		04/12/2003
				From:		SR 3; 36-691										
605	1.77	2100	F	95%	1%	3%	0%	1%	0%	F	0.102	F	0.751	2100	F	2003
				From:		36-604										
605	2.36	1200	F	95%	1%	3%	0%	1%	0%	C	0.098	F	0.721	1200	F	2003
				From:		36-603										
605	0.97	850	F	95%	1%	3%	0%	1%	0%	F	0.108	F	0.552	860	F	2003
				From:		36-1430										
				To:		36-606 SOUTH										
605	0.58	280	R								NA			NA		04/02/2003
				From:		36-606 NORTH										
				To:		0.58 MN 36-606										
606	0.20	40	R								NA			NA		04/05/2000
				From:		Dead End										
606	1.32	380	R								NA			NA		04/05/2000
				From:		36-662										
606	1.42	840	F	90%	5%	3%	1%	1%	0%	F	0.116	F	0.683	860	F	2003
				From:		36-610										
				To:		36-614										



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(606)	1.71	2600	F	From: 90%	To: 36-614				F	0.117	F	0.526	2700	F	2003	
(606)	1.14	2900	F	From: 90%	To: 36-1035				C	0.112	F	0.508	2900	F	2003	
(606)	2.15	1900	F	From: 90%	To: US 17				F	0.095	F	0.674	1900	F	2003	
(606)	2.10	1500	F	From: 90%	To: 36-713				F	0.094	F	0.735	1600	F	2003	
(606)	3.10	1400	F	From: 90%	To: 36-1110				F	0.099	F	0.604	1400	F	2003	
(606)	0.92	530	R	From: 90%	To: SR 198					NA			NA		04/12/2000	
(606)	0.60	170	R	From: 90%	To: 36-678					NA			NA		04/12/2000	
				From: 90%	To: Dead End											
(607)	3.30	190	R	From: 90%	To: 36-610					NA			NA		03/15/2000	
				From: 90%	To: 36-606											
(608)	1.96	200	R	From: 90%	To: SR 198					NA			NA		04/12/2000	
				From: 90%	To: Dead End											
(609)	1.45	270	R	From: 90%	To: Dead End					NA			NA		04/27/2000	
				From: 90%	To: 36-610											
(610)	0.98	250	R	From: 90%	To: 36-606					NA			NA		03/10/2003	
(610)	0.62	380	R	From: 90%	To: 36-704					NA			NA		03/10/2003	
(610)	1.80	1200	F	From: 94%	To: 36-614				C	0.099	F	0.516	1300	F	2003	
(610)	3.00	980	F	From: 94%	To: 36-617				F	0.099	F	0.68	990	F	2003	
(610)	2.20	940	R	From: 90%	To: US 17					NA			NA		04/02/2003	
(610)	1.70	460	R	From: 90%	To: 36-607					NA			NA		04/02/2003	
(610)	0.05	320	R	From: 90%	To: 36-601					NA			NA		04/02/2003	
(610)	0.56	160	R	From: 90%	To: 36-637					NA			NA		04/02/2003	
(610)	1.99	120	R	From: 90%	To: 0.56 MN 36-637					NA			NA		04/02/2003	
				From: 90%	To: SR 198											
(611)	0.86	40	R	From: 90%	To: US 17					NA			NA		03/10/2003	
				From: 90%	To: 36-601											
(612)	0.87	700	R	From: 90%	To: 36-613					NA			NA		03/10/2003	
(612)	0.23	280	R	From: 90%	To: 36-1136					NA			NA		03/10/2003	
(612)	0.80	300	R	From: 90%	To: 0.23 MN 36-1136					NA			NA		03/10/2003	
				From: 90%	To: 36-610 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
612	1.50	270	R	From:	36-610 NORTH						NA			NA		03/10/2003
				To:	Dead End											
613	1.10	120	R	From:	Dead End						NA			NA		03/10/2003
				To:	36-610											
613	2.10	770	R	From:							NA			NA		04/02/2003
				To:	36-612											
613	0.80	1200	R	From:							NA			NA		04/02/2003
				To:	36-615											
613	0.35	1300	R	From:							NA			NA		03/10/2003
				To:	US 17											
614	1.30	130	R	From:	Dead End						NA			NA		04/10/2000
				To:	36-629 EAST											
614	1.69	320	R	From:							NA			NA		04/10/2000
				To:	36-686											
614	1.14	650	R	From:							NA			NA		04/10/2000
				To:	36-629 WEST											
614	1.90	730	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.613	740	F	2003
				To:	1.90 Mile North 36-629											
614	0.55	720	F	98%	1%	1%	0%	0%	0%	F	0.109	F	0.581	790	F	2003
				To:	US 17											
614	3.38	5600	F	98%	1%	1%	0%	0%	0%	C	0.084	F	0.691	5700	F	2003
				To:	US 17 NORTH											
614	1.70	4800	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.582	4900	F	2003
				To:	36-631											
614	1.73	3800	F	98%	1%	1%	0%	0%	0%	F	0.100	F	0.563	3800	F	2003
				To:	36-616 NORTH											
614	1.98	1700	F	98%	1%	1%	0%	0%	0%	F	0.113	F	0.725	1800	F	2003
				To:	36-606											
				From:	36-610											
				To:												
615	0.18	190	R	From:	US 17 NORTH						NA			NA		04/02/2003
				To:	36-613											
615	2.90	120	R	From:							NA			NA		03/10/2003
				To:	36-606 NORTH											
615	2.05	880	R	From:	36-606 SOUTH						NA			NA		04/17/2003
				To:	36-616 WEST											
615	1.60	1900	F	98%	0%	1%	0%	0%	0%	C	0.102	F	0.649	2000	F	2003
				To:	36-616 EAST											
615	1.15	4200	F	98%	0%	1%	0%	0%	0%	F	0.138	F	0.540	4300	F	2003
				To:	US 17 SOUTH											
615	0.20	2100	F	98%	0%	1%	0%	0%	0%	F	0.142	F	0.747	2200	F	2003
				To:	36-1410											
				From:	36-629											
				To:	Dead End											
616	0.15	40	R	From:	Dead End						NA			NA		04/05/2000
				To:	36-712											
616	0.23	260	R	From:							NA			NA		04/05/2000
				To:	36-682											
616	0.75	580	R	From:							NA			NA		04/05/2000
				To:	36-708											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
616	0.10	750	R	From:	36-708									NA		04/05/2000
				To:												
616	1.43	890	F	98%	1%	0%	0%	0%	0%	F	0.09	F	0.671	910	F	2003
				To:	36-614 EAST											
616	3.46	4800	F	98%	1%	0%	0%	0%	0%	F	0.095	F	0.578	4900	F	2003
				From:	36-614 WEST											
616	0.16	4300	F	98%	1%	0%	0%	0%	0%	F	0.093	F	0.562	4400	F	2003
				From:	36-1012											
616	0.20	4400	F	98%	1%	0%	0%	0%	0%	C	0.104	F	0.531	4500	F	2003
				To:	US 17											
616	0.31	3400	F	98%	1%	0%	0%	0%	0%	F	0.097	F	0.621	3400	F	2003
				From:	US 17 BUS WEST											
616	0.45	3000	F	98%	1%	0%	0%	0%	0%	F	0.097	F	0.626	3000	F	2003
				From:	US 17 BUS EAST											
616	0.04	2700	R	To:	36-1016											
				From:	0.45 M FRM 36-1016											
616	0.75	890	R	To:	36-1045											
				From:												
616	0.93	240	R	To:	36-1020											
				From:												
617	0.18	70	R	To:	Dead End											
				From:	Dead End											
617	1.42	400	R	To:	36-729											
				From:												
618	0.10	50	R	To:	36-610											
				From:	Dead End											
618	2.30	1100	R	To:	36-662											
				From:												
619	1.20	710	R	To:	36-614											
				From:	Dead End											
620	0.26	90	R	To:	US 17; US 17 BUS											
				From:												
621	0.05	780	R	To:	36-656											
				From:												
621	0.08	640	R	To:	Dead End											
				From:	US 17 BUS											
621	1.78	280	R	To:	36-1006 WEST											
				From:												
622	1.65	110	R	To:	36-1006 EAST											
				From:												
623	3.39	210	R	To:	Dead End											
				From:	SR 3											
623	3.06	1600	F	95%	1%	2%	1%	1%	0%	C	0.088	F	0.579	1700	F	2003
				To:	36-625 EAST											
623				To:	36-625 WEST											
				From:	SR 3											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
624	0.18	180	R	From:	36-623						NA		NA		04/12/2000	
				To:	36-683											
624	0.42	120	R	From:							NA		NA		04/12/2000	
				To:	Dead End											
625	0.90	570	R	From:	36-623 WEST						NA		NA		04/12/2000	
				To:	36-623 EAST											
625	0.44	250	R	From:							NA		NA		04/12/2000	
				To:	Dead End											
626	1.60	630	F	97%	1%	3%	0%	0%	0%	C	0.078	F	0.577	640	F	2003
				From:	36-627						NA		NA		04/24/2003	
626	0.03	350	R	From:								NA				NA
				To:	36-685											
626	0.23	340	R	From:							NA		NA		05/08/2003	
				To:	36-705											
626	1.24	230	R	From:							NA		NA		05/08/2003	
				To:	Dead End											
627	0.66	50	R	From:	36-628						NA		NA		04/24/2003	
				To:	0.66 ME 36-628											
627	0.04	49	R	From:							NA		NA		04/24/2003	
				To:	36-668											
627	0.30	170	R	From:							NA		NA		04/24/2003	
				To:	36-626											
628	1.30	1900	R	From:	US 17						NA		NA		04/24/2003	
				To:	36-629 SOUTH											
628	1.19	250	R	From:	36-629 NORTH						NA		NA		04/24/2003	
				To:	36-627											
628	0.80	100	R	From:							NA		NA		05/08/2003	
				To:	36-626											
629	0.39	110	R	From:	36-614 EAST						NA		NA		04/24/2003	
				To:	36-657											
629	0.38	280	R	From:							NA		NA		04/24/2003	
				To:	36-663											
629	2.57	400	R	From:							NA		NA		04/24/2003	
				To:	36-614 WEST											
629	2.48	740	F	95%	1%	3%	1%	0%	0%	F	0.11	F	0.585	760	F	2003
				From:	36-615											
629	2.15	2800	F	95%	1%	3%	1%	0%	0%	C	0.096	F	0.546	2800	F	2003
				To:	US 17 BUS											
630	1.00	180	R	From:	36-629						NA		NA		04/24/2003	
				To:	Dead End											
631	1.80	650	R	From:	36-616						NA		NA		04/17/2003	
				To:	36-614											
632	0.68	310	R	From:	Dead End						NA		NA		04/21/2003	
				To:	36-644											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
632	2.05	1600	R	From:	36-644						NA			NA		04/21/2003
				To:	36-614											
633	1.30	460	R	From:	Dead End						NA			NA		04/05/2000
				To:	36-634											
633	0.66	1000	R	From:							NA			NA		04/05/2000
				To:	36-636											
633	0.88	1200	F	94%	2%	4%	0%	1%	0%	C	0.110	F	0.526	1200	F	2003
				To:	36-614											
634	1.48	180	R	From:	Dead End						NA			NA		04/21/2003
				To:	36-633											
635	0.70	320	R	From:	Dead End						NA			NA		04/21/2003
				To:	36-636 SOUTH											
635	1.62	940	R	From:	36-636 NORTH						NA			NA		04/21/2003
				To:	US 17											
636	1.24	1400	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.597	1400	F	2003
				To:	36-635 SOUTH											
636	0.19	2100	F	97%	1%	2%	0%	0%	0%	F	0.104	F	0.602	2100	F	2003
				To:	0.19 M FRM 36-635											
636	1.35	2300	F	97%	1%	2%	0%	0%	0%	C	0.102	F	0.669	2500	F	2003
				To:	US 17 SOUTH											
636	0.40	1800	F	97%	1%	2%	0%	0%	0%	C	0.104	F	0.569	2000	F	2003
				To:	US 17 NORTH											
636	0.19	1900	F	97%	1%	2%	0%	0%	0%	F	0.094	F	0.597	2000	F	2003
				To:	Urban Boundary											
636	1.92	610	R	From:	36-656						NA			NA		03/22/2000
				To:	Dead End											
637	0.12	110	R	From:	36-610						NA			NA		03/15/2000
				To:	0.12 MN 36-610											
637	2.18	20	R	From:							NA			NA		03/15/2000
				To:	SR 198											
638	0.70	500	R	From:	Dead End						NA			NA		04/30/2003
				To:	36-643											
639	0.60	30	R	From:	36-618						NA			NA		04/08/2003
				To:	Dead End											
640	0.35	130	R	From:	36-652						NA			NA		04/30/2003
				To:	Dead End											
641	0.12	1600	R	From:	36-1216						NA			NA		04/28/2003
				To:	US 17											
641	0.34	4300	F	99%	0%	1%	0%	0%	0%	C	0.088	F	0.711	4700	F	2003
				To:	36-1254											
641	0.76	3600	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.634	3900	F	2003
				To:	SR 216 EAST											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Gloucester County																	
(641)	2.41	1200	F	From:	SR 216 WEST				F	0.102	F	0.586	1200	F	2003		
				To:	36-656												
(642)	0.57	230	R	From:	Dead End					NA			NA		03/20/2000		
				To:	36-1236												
(642)	0.10	430	R	From:						NA			NA		03/20/2000		
				To:	36-715												
(642)	0.43	610	R	From:						NA			NA		03/20/2000		
				To:	36-672												
(642)	0.60	1400	R	From:						NA			NA		03/20/2000		
				To:	36-643												
(643)	0.66	2800	F	From:	SR 216				C	0.088	F	0.597	3000	F	2003		
				To:	36-642												
(643)	0.42	960	R	From:						NA			NA		04/30/2003		
				To:	36-706												
(643)	1.05	430	R	From:						NA			NA		04/30/2003		
				To:	Dead End												
(644)	0.95	180	R	From:	Dead End					NA			NA		04/21/2003		
				To:	36-632												
(645)	0.11	160	R	From:	Dead End					NA			NA		04/28/2003		
				To:	36-1234												
(645)	0.32	430	R	From:						NA			NA		04/28/2003		
				To:	36-1216												
(646)	0.95	220	R	From:	Dead End					NA			NA		04/30/2003		
				To:	36-1105												
(646)	0.27	540	R	From:						NA			NA		04/30/2003		
				To:	36-1106												
(646)	0.75	710	R	From:						NA			NA		04/30/2003		
				To:	36-1104												
(646)	0.15	620	R	From:						NA			NA		04/30/2003		
				To:	36-649												
(647)	0.44	60	R	From:	SR 33 WEST					NA			NA		04/12/2000		
				To:	36-600												
(647)	0.75	130	R	From:						NA			NA		04/12/2000		
				To:	SR 33 EAST												
(648)	0.50	320	R	From:	Dead End					NA			NA		04/30/2003		
				To:	36-649 WEST												
(648)	0.80	260	R	From:	36-649 EAST					NA			NA		04/30/2003		
				To:	Dead End												
(649)	1.30	360	R	From:	Dead End					NA			NA		03/29/2000		
				To:	SR 216; 36-653												
(649)	1.92	1800	F	From:	98%	0%	1%	0%	1%	0%	C	0.085	F	0.585	1800	F	2003
				To:	36-652												
(649)	0.21	870	R	From:						NA			NA		03/29/2000		
				To:	36-648 WEST												

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(649)	0.07	490	R	From	36-648 WEST						NA		NA		03/29/2000	
				To	36-648 EAST											
(649)	0.80	260	R	From							NA		NA		03/29/2000	
				To	Dead End											
(650)	0.85	300	R	From	36-653						NA		NA		04/30/2003	
				To	36-1104											
(650)	1.00	240	R	From							NA		NA		04/30/2003	
				To	36-652 SOUTH											
(650)	0.30	120	R	From	36-652 NORTH						NA		NA		04/30/2003	
				To												
(650)	0.30	30	R	From	0.30 ME 36-652						NA		NA		04/30/2003	
				To	Dead End											
(651)	0.97	210	R	From	36-652						NA		NA		03/29/2000	
				To	Dead End											
(652)	1.70	270	F	97%	0%	2%	0%	0%	0%	C	0.104	F	0.533	270	F	2003
				To	36-653 NORTH											
(652)	1.00	50	R	From	36-653 SOUTH						NA		NA		03/29/2000	
				To	Dead End											
(653)	1.58	970	F	96%	0%	2%	0%	1%	0%	C	0.096	F	0.614	990	F	2003
				To	36-652 NORTH											
(653)	0.69	120	R	From							NA		NA		03/29/2000	
				To	0.69 MN 36-652 N											
(653)	0.41	10	R	From							NA		NA		03/29/2000	
				To	Dead End											
(654)	1.25	150	R	From	36-641						NA		NA		03/29/2000	
				To	Dead End											
(655)	0.35	320	R	From	36-641						NA		NA		05/06/2003	
				To	36-714											
(655)	0.85	140	R	From							NA		NA		05/06/2003	
				To	Dead End											
(656)	1.34	1300	F	97%	1%	2%	0%	1%	0%	C	0.102	F	0.585	1400	F	2003
				To	36-641											
(656)	1.60	780	F	97%	1%	2%	0%	1%	0%	F	0.087	F	0.644	790	F	2003
				To	36-620											
(656)	1.27	490	R	From							NA		NA		04/24/2000	
				To	36-698											
(656)	0.10	90	R	From							NA		NA		04/24/2000	
				To	Dead End											
(657)	0.60	180	R	From	Dead End						NA		NA		04/10/2000	
				To	36-629											
(658)	0.20	120	R	From	36-643						NA		NA		03/20/2000	
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(659)	0.70	200	R	From:	36-634					NA			NA			04/21/2003
				To:	36-633											
(660)	0.22	100	R	From:	36-623					NA			NA			03/31/2003
				To:	Dead End											
(661)	1.00	540	R	From:	SR 3					NA			NA			03/31/2003
				To:	Dead End											
(662)	1.40	110	R	From:	36-618					NA			NA			04/08/2003
				To:	36-606											
(663)	0.46	60	R	From:	Dead End					NA			NA			04/24/2003
				To:	36-629											
(664)	0.39	190	R	From:	36-616					NA			NA			04/17/2003
				To:	Dead End											
(665)	1.53	70	R	From:	Dead End					NA			NA			03/31/2003
				To:	36-623											
(666)	0.85	20	R	From:	Dead End					NA			NA			03/31/2003
				To:	SR 33; 49-609											
(667)	0.50	150	R	From:	Dead End					NA			NA			05/06/2003
				To:	US 17											
(668)	1.06	200	R	From:	Dead End					NA			NA			04/24/2003
				To:	36-627											
(669)	1.90	270	R	From:	Dead End					NA			NA			03/10/2003
				To:	36-610											
(671)	0.50	100	R	From:	US 17 BUS					NA			NA			04/02/2003
				To:	36-629											
(672)	0.40	170	R	From:	Dead End					NA			NA			04/30/2003
				To:	36-642											
(673)	0.70	90	R	From:	SR 198					NA			NA			03/31/2003
				To:	Dead End											
(674)	0.60	30	R	From:	SR 198 EAST					NA			NA			03/31/2003
				To:	SR 198 WEST											
(675)	0.17	48	R	From:	36-621					NA			NA			03/25/2003
				To:	Dead End											
(676)	1.20	70	R	From:	SR 3					NA			NA			03/31/2003
				To:	Dead End											
(677)	0.40	60	R	From:	Dead End					NA			NA			04/17/2003
				To:	36-688											
(677)	0.40	980	R	From:	36-688					NA			NA			04/17/2003
				To:	US 17											



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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
678	0.80	200	R	From:	36-606					NA			NA			03/31/2003
				To:	Dead End											
679	0.35	120	R	From:	36-664					NA			NA			04/03/2000
				To:	Cul-de-Sac											
680	1.44	170	R	From:	SR 3					NA			NA			03/31/2003
				To:	Dead End											
682	1.10	290	R	From:	Dead End					NA			NA			04/17/2003
				To:	36-616											
683	0.70	80	R	From:	36-624					NA			NA			03/31/2003
				To:	Dead End											
684	1.80	70	R	From:	Dead End					NA			NA			03/10/2003
				To:	36-617											
685	0.70	70	R	From:	Dead End					NA			NA			04/24/2003
				To:	36-626											
686	0.50	130	R	From:	36-614					NA			NA			04/24/2003
				To:	Dead End											
687	0.20	140	R	From:	US 17; SR 33					NA			NA			03/10/2003
				To:	Dead End											
688	0.12	180	R	From:	Dead End					NA			NA			04/17/2003
				To:	36-1425											
688	0.40	850	R	From:						NA			NA			04/17/2003
				To:	36-677											
689	0.55	100	R	From:	36-626					NA			NA			05/08/2003
				To:	Dead End											
690	0.18	300	R	From:	36-623					NA			NA			04/02/2003
				To:	Dead End											
691	0.40	60	R	From:	SR 3 SOUTH					NA			NA			04/02/2003
				To:	SR 3 NORTH											
692	0.84	130	R	From:	36-623					NA			NA			03/31/2003
				To:	Dead End											
693	1.34	290	R	From:	36-690					NA			NA			03/31/2003
				To:	Dead End											
694	1.28	150	R	From:	SR 3					NA			NA			03/31/2003
				To:	Dead End											
695	0.25	20	R	From:	36-643					NA			NA			04/30/2003
				To:	Dead End											
696	0.41	70	R	From:	Dead End					NA			NA			04/30/2003
				To:	36-643											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
697	0.43	70	R	From:	Dead End						NA			NA		04/08/2003
				To:	36-616											
698	0.18	130	R	From:	36-656						NA			NA		05/06/2003
				To:	0.18 ME 36-656											
698	0.04	40	R	From:							NA			NA		05/06/2003
				To:	Cul-de-Sac											
699	0.34	120	R	From:	Dead End						NA			NA		04/28/2003
				To:	36-1260											
699	0.39	880	R	From:							NA			NA		04/28/2003
				To:	SR 216											
700	0.99	410	R	From:	SR 216						NA			NA		04/30/2003
				To:	Dead End											
701	0.80	90	R	From:	36-623						NA			NA		03/31/2003
				To:	Dead End											
702	0.30	140	R	From:	Dead End						NA			NA		03/31/2003
				To:	36-623											
703	1.88	200	R	From:	SR 198						NA			NA		03/31/2003
				To:	36-733											
703	0.12	40	R	From:							NA			NA		03/31/2003
				To:	Cul-de-Sac											
704	0.50	80	R	From:	Dead End						NA			NA		03/10/2003
				To:	36-610											
705	0.42	80	R	From:	36-626						NA			NA		05/08/2003
				To:	Dead End											
706	0.35	110	R	From:	Dead End						NA			NA		04/30/2003
				To:	36-643											
707	0.21	290	R	From:	Dead End						NA			NA		03/20/2000
				To:	36-717											
707	0.37	900	R	From:							NA			NA		03/20/2000
				To:	SR 216											
708	0.15	47	R	From:	Dead End						NA			NA		04/17/2003
				To:	0.15 ME Dead End											
708	0.53	100	R	From:							NA			NA		04/17/2003
				To:	36-616											
709	0.26	20	R	From:	36-623						NA			NA		03/31/2003
				To:	Dead End											
710	0.68	160	R	From:	SR 198						NA			NA		03/31/2003
				To:	Dead End											
711	0.53	120	R	From:	36-656						NA			NA		05/06/2003
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Gloucester County</b>																
(712)	0.21	200	R	From:		36-616					NA			NA		04/17/2003
				To:		0.21 MN 36-616										
(712)	0.22	130	R	From:							NA			NA		04/05/2000
				To:		Dead End										
(713)	0.05	NA		From:		36-606					NA			NA		
				To:		Dead End										
(714)	0.18	240	R	From:		36-655					NA			NA		05/06/2003
				To:		0.18 MN 36-655										
(714)	0.27	140	R	From:							NA			NA		03/29/2000
				To:		Dead End										
(715)	0.28	140	R	From:		36-642					NA			NA		03/20/2000
				To:		Dead End										
(716)	0.63	150	R	From:		36-653					NA			NA		04/30/2003
				To:		Dead End										
(717)	0.25	120	R	From:		36-735					NA			NA		05/06/2003
				To:		Dead End										
(718)	0.27	46	R	From:		36-621					NA			NA		04/10/2000
				To:		Dead End										
(719)	0.40	230	R	From:		36-653					NA			NA		04/30/2003
				To:		36-746										
(719)	0.30	110	R	From:							NA			NA		04/30/2003
				To:		Road										
(719)	0.25	140	R	From:							NA			NA		03/29/2000
				To:		Cul-de-Sac										
(720)	0.40	90	R	From:		Dead End					NA			NA		04/24/2003
				To:		36-629										
(721)	0.02	10	R	From:		Dead End					NA			NA		03/10/2003
				To:		36-610										
(722)	0.02	20	R	From:		Dead End					NA			NA		03/10/2003
				To:		36-610										
(723)	0.26	200	R	From:		36-724					NA			NA		03/20/2000
				To:		36-642										
(724)	0.20	100	R	From:		Dead End					NA			NA		03/20/2000
				To:		36-723										
(724)	0.11	30	R	From:							NA			NA		03/20/2000
				To:		Dead End										
(725)	0.17	60	R	From:		SR 216					NA			NA		04/30/2003
				To:		Dead End										
(726)	1.45	560	R	From:		SR 198					NA			NA		03/31/2003
				To:		Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
727	0.22	30	R	From:	Dead End					NA			NA		04/05/2000	
				To:	36-614											
728	0.10	90	R	From:	36-629					NA			NA		04/02/2003	
				To:	Dead End											
729	0.70	180	R	From:	36-617					NA			NA		03/10/2003	
				To:	Dead End											
730	0.09	45	R	From:	Dead End					NA			NA		04/05/2000	
				To:	36-731											
730	0.26	210	R	From:						NA			NA		04/05/2000	
				To:	36-614											
731	0.45	30	R	From:	Cul-de-Sac					NA			NA		04/05/2000	
				To:	36-730											
732	0.47	70	R	From:	36-216					NA			NA		04/30/2003	
				To:	Dead End											
733	0.14	20	R	From:	36-703					NA			NA		04/12/2000	
				To:	Dead End											
734	0.25	80	R	From:	Dead End					NA			NA		04/05/2000	
				To:	36-610											
735	0.31	180	R	From:	Cul-de-Sac					NA			NA		05/06/2003	
				To:	36-717											
736	0.10	480	R	From:	36-635					NA			NA		04/24/2003	
				To:	US 17; 36-614											
737	0.23	130	R	From:	Cul-de-Sac					NA			NA		04/03/2000	
				To:	36-614											
738	0.34	200	R	From:	Dead End					NA			NA		04/21/2003	
				To:	36-633											
740	0.12	90	R	From:	36-1216					NA			NA		04/28/2003	
				To:	Dead End											
745	0.33	90	R	From:	Cul-de-Sac					NA			NA		04/30/2003	
				To:	36-643											
746	0.17	40	R	From:	Cul-de-Sac					NA			NA		03/29/2000	
				To:	36-719											
750	0.12	46	R	From:	Dead End					NA			NA		03/15/2000	
				To:	36-606											
760	0.10	50	R	From:	Cul-de-Sac					NA			NA		03/20/2000	
				To:	36-638											
770	0.37	110	R	From:	SR 198					NA			NA		03/15/2000	
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
780	0.23	600	R	From:	Cul-de-Sac						NA			NA		05/06/2003
				To:	US 17											
781	0.17	260	R	From:	Dead End						NA			NA		05/06/2003
				To:	36-780											
782	0.18	40	R	From:	Dead End						NA			NA		05/06/2003
				To:	36-781											
783	0.07	40	R	From:	Cul-de-Sac						NA			NA		05/06/2003
				To:	36-782											
1001	0.25	280	R	From:	Dead End						NA			NA		03/19/2003
				To:	36-1003											
1001	0.05	530	R	From:	36-1003						NA			NA		03/19/2003
				To:	US 17 BUS											
1002	0.09	40	R	From:	36-1015						NA			NA		03/19/2003
				To:	36-1008											
1002	0.27	270	R	From:	36-1008						NA			NA		03/19/2003
				To:	US 17 BUS											
1002	0.19	620	R	From:	US 17 BUS						NA			NA		03/25/2003
				To:	Dead End											
1003	0.12	240	R	From:	36-1014						NA			NA		03/19/2003
				To:	36-1001											
1004	0.05	120	R	From:	36-1003						NA			NA		03/19/2003
				To:	US 17 BUS											
1005	0.10	60	R	From:	Dead End						NA			NA		03/25/2003
				To:	US 17 BUS											
1006	0.20	70	R	From:	36-621						NA			NA		03/25/2003
				To:	36-621											
1007	0.09	360	R	From:	36-1009						NA			NA		03/25/2003
				To:	US 17 BUS											
1008	0.10	70	R	From:	36-1002						NA			NA		03/19/2003
				To:	36-1014											
1009	0.23	210	R	From:	36-1007						NA			NA		03/25/2003
				To:	36-1010											
1010	0.08	510	R	From:	36-1009						NA			NA		03/25/2003
				To:	US 17 BUS											
1011	0.38	350	R	From:	US 17 BUS						NA			NA		04/19/2000
				To:	36-1025											
1012	0.14	230	R	From:	36-1017						NA			NA		04/19/2000
				To:	36-1013											
1012	0.08	330	R	From:	36-1013						NA			NA		04/19/2000
				To:	36-616											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1013	0.13	60	R	From:	Dead End						NA			NA		04/19/2000
				To:	36-1012											
1014	0.31	160	R	From:	36-1015						NA			NA		03/19/2003
				To:	36-1003											
1014	0.05	400	R	From:							NA			NA		03/19/2003
1014	0.20	470	R	To:	US 17 BUS						NA			NA		03/25/2003
				From:	Dead End											
1015	0.16	30	R	From:	36-1002						NA			NA		03/19/2003
				To:	Dead End											
1016	0.12	100	R	From:	Dead End						NA			NA		04/03/2000
				To:	36-616											
1017	0.15	180	R	From:	36-1023						NA			NA		04/19/2000
				To:	36-1012											
1018	0.12	310	R	From:	Dead End						NA			NA		04/19/2000
				To:	US 17 BUS											
1019	0.20	1100	R	From:	US 17						NA			NA		04/03/2000
				To:	Dead End											
1020	0.42	270	R	From:	Cul-de-Sac						NA			NA		04/03/2000
				To:	36-616											
1021	0.12	80	R	From:	36-1020						NA			NA		04/03/2000
				To:	Cul-de-Sac											
1022	0.09	80	R	From:	Cul-de-Sac						NA			NA		04/03/2000
				To:	36-1020											
1023	0.13	70	R	From:	Cul-de-Sac						NA			NA		04/19/2000
				To:	36-1017											
1024	0.30	3000	R	From:	US 17						NA			NA		04/27/2000
				To:	Dead End											
1025	0.12	180	R	From:	36-616						NA			NA		04/19/2000
				To:	36-1011											
1025	0.04	170	R	From:							NA			NA		04/19/2000
1025	0.06	40	R	To:	36-1026						NA			NA		04/19/2000
				From:	Dead End											
1026	0.09	120	R	From:	36-1025						NA			NA		04/19/2000
				To:	Cul-de-Sac											
1027	0.09	90	R	From:	Cul-de-Sac						NA			NA		04/19/2000
				To:	36-1011											
1028	0.08	60	R	From:	36-1011						NA			NA		04/19/2000
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1030	0.20	240	R	From:	Cul-de-Sac					NA			NA		04/24/2000	
				To:	US 17 BUS											
1031	0.10	60	R	From:	Cul-de-Sac					NA			NA		04/24/2000	
				To:	36-1030											
1032	0.07	80	R	From:	Dead End					NA			NA		04/24/2000	
				To:	36-1030											
1032	0.06	40	R	From:	36-1030					NA			NA		04/24/2000	
				To:	Cul-de-Sac											
1035	0.08	180	R	From:	36-606					NA			NA		04/03/2000	
				To:	36-1036											
1036	0.16	90	R	From:	0.08 MS 36-1035					NA			NA		04/03/2000	
				To:	Dead End											
1037	0.23	90	R	From:	36-1039					NA			NA		03/25/2003	
				To:	36-1014											
1038	0.03	20	R	From:	Cul-de-Sac					NA			NA		03/25/2003	
				To:	36-1037											
1039	0.14	110	R	From:	Dead End					NA			NA		03/25/2003	
				To:	36-1014											
1040	0.30	250	R	From:	Cul-de-Sac					NA			NA		03/25/2003	
				To:	36-619											
1041	0.12	100	R	From:	Cul-de-Sac					NA			NA		03/25/2003	
				To:	36-1040											
1044	0.17	NA		From:	36-01046(B)/					NA			NA			
				To:	Dead End/											
1045	0.46	1200	R	From:	36-616					NA			NA		04/19/2000	
				To:	36-1046											
1046	0.25	870	R	From:	36-1045					NA			NA		04/19/2000	
				To:	36-1049											
1047	0.21	190	R	From:	Cul-de-Sac					NA			NA		04/19/2000	
				To:	36-1046											
1047	0.23	120	R	From:	36-1046					NA			NA		04/19/2000	
				To:	Cul-de-Sac											
1048	0.06	40	R	From:	Cul-de-Sac					NA			NA		04/19/2000	
				To:	36-1047											
1049	0.10	140	R	From:	Dead End					NA			NA		04/19/2000	
				To:	36-1046											
1049	0.25	70	R	From:	36-1046					NA			NA		03/25/2003	
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1050	0.11	310	R	From:	36-1051					NA			NA		04/24/2000	
				To:	36-616											
1051	0.08	70	R	From:	Cul-de-Sac					NA			NA		04/24/2000	
				To:	36-1050											
1051	0.29	80	R	From:	36-1050					NA			NA		04/24/2000	
				To:	Dead End 0.29 MN 36-1051											
1052	0.27	NA		From:	36-01054(B)/					NA			NA			
				To:	SR-00216(B)/											
1053	0.05	NA		From:	36-01052(B)/					NA			NA			
				To:	Dead End/											
1054	0.08	NA		From:	Dead End/					NA			NA			
				To:	Dead End/											
1057	0.15	NA		From:	Cul-de-Sac/					NA			NA			
				To:	SR-00216(B)/											
1058	0.03	NA		From:	Cul-de-Sac/					NA			NA			
				To:	36-01057(B)/											
1059	0.05	NA		From:	Cul-de-Sac/					NA			NA			
				To:	36-01057(B)/											
1060	0.31	180	R	From:	Cul-de-Sac					NA			NA		03/25/2003	
				To:	36-616											
1065	0.47	530	R	From:	36-1045					NA			NA		03/25/2003	
				To:	Cul-de-Sac											
1066	0.05	20	R	From:	Cul-de-Sac					NA			NA		04/19/2000	
				To:	36-1065											
1067	0.18	100	R	From:	Cul-de-Sac					NA			NA		04/19/2000	
				To:	36-1065											
1068	0.18	40	R	From:	36-1070					NA			NA		04/19/2000	
				To:	36-1065; 36-1070											
1069	0.08	30	R	From:	Cul-de-Sac					NA			NA		04/19/2000	
				To:	36-1068											
1070	0.18	30	R	From:	Cul-de-Sac					NA			NA		04/19/2000	
				To:	36-1065											
1085	1.14	550	R	From:	Cul-de-Sac					NA			NA		04/24/2000	
				To:	US 17											
1086	0.35	150	R	From:	36-1085					NA			NA		04/24/2000	
				To:	36-1085											
1101	0.11	100	R	From:	Dead End					NA			NA		1996	
				To:	36-1103											



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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1101)	0.20	580	R		From	36-1103					NA			NA		1996
(1101)	0.49	1400	R		To	36-1102					NA			NA		1996
					To	36-649										
(1102)	0.70	840	R		From	Dead End					NA			NA		1996
					To	36-1101										
(1103)	0.15	130	R		From	Dead End					NA			NA		1996
					To	36-1101										
(1104)	0.13	110	R		From	36-650					NA			NA		04/30/2003
					To	36-649 WEST										
(1104)	0.60	220	R		From	36-649 EAST					NA			NA		04/30/2003
					To	36-646										
(1105)	0.25	140	R		From	Dead End					NA			NA		04/30/2003
					To	36-646										
(1105)	0.05	30	R		From	Dead End					NA			NA		04/30/2003
					To	Dead End										
(1106)	0.20	60	R		From	Dead End					NA			NA		04/30/2003
					To	36-646										
(1107)	0.12	190	R		From	Dead End					NA			NA		04/30/2003
					To	36-648										
(1110)	0.24	130	R		From	36-606					NA			NA		04/02/2003
					To	Cul-de-Sac										
(1111)	0.21	140	R		From	36-607					NA			NA		04/02/2003
					To	Cul-de-Sac										
(1112)	0.07	NA			From	36-01110(B)/					NA			NA		
					To	Cul-de-Sac/										
(1115)	0.11	50	R		From	Cul-de-Sac					NA			NA		04/21/2003
					To	36-633										
(1116)	0.23	90	R		From	US 17					NA			NA		04/02/2003
					To	Cul-de-Sac										
(1117)	0.23	50	R		From	36-1116					NA			NA		04/02/2003
					To	Cul-de-Sac										
(1120)	0.11	160	R		From	Cul-de-Sac					NA			NA		04/30/2003
					To	36-638										
(1125)	0.14	160	R		From	36-616					NA			NA		04/08/2003
					To	Cul-de-Sac										
(1126)	0.07	50	R		From	Cul-de-Sac					NA			NA		04/08/2003
					To	36-1125										

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1127	0.22	210	R	From:	36-616					NA			NA		04/08/2003	
				To:	Cul-de-Sac											
1128	0.05	30	R	From:	36-1127					NA			NA		04/08/2003	
				To:	Cul-de-Sac											
1129	0.10	50	R	From:	36-1127					NA			NA		04/08/2003	
				To:	Cul-de-Sac											
1133	0.38	60	R	From:	Cul-de-Sac					NA			NA		04/08/2003	
				To:	36-610											
1134	0.16	30	R	From:	Cul-de-Sac					NA			NA		04/27/2000	
				To:	36-612											
1135	0.39	240	R	From:	36-612					NA			NA		04/05/2000	
				To:	Cul-de-Sac											
1136	0.26	100	R	From:	36-612					NA			NA		04/05/2000	
				To:	Cul-de-Sac											
1140	0.52	260	R	From:	36-610					NA			NA		04/05/2000	
				To:	Dead End											
1141	0.21	80	R	From:	Cul-de-Sac					NA			NA		04/05/2000	
				To:	36-1140											
1145	0.13	NA		From:	36-01146(R)/					NA			NA			
				To:	36-00726(B)/											
1146	0.14	NA		From:	Dead End/					NA			NA			
				To:	36-01145(R)/											
1201	0.10	40	R	From:	36-1271					NA			NA		04/28/2003	
1201	0.11	48	R	To:	36-1249 SOUTH					NA			NA		04/28/2003	
1201	0.29	70	R	To:	0.11 MW 36-1249					NA			NA		04/28/2003	
1201	0.45	600	R	To:	36-1249 NORTH					NA			NA		1997	
1201	0.11	1100	R	To:	36-1257					NA			NA		1997	
1201	0.09	1400	R	To:	36-1255					NA			NA		1997	
1201				To:	36-1216											
1202	0.06	200	R	From:	US 17					NA			NA		03/20/2000	
1202				To:	36-1208											
1202	0.69	1900	F	98%	0%	1%	0%	0%	0%	C	0.107	F	0.625	2100	F	2003
1202	0.30	110	R	From:	36-1214					NA			NA		03/20/2000	
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1203)	0.11	1300	R	From:	Dead End						NA			NA		1997
				To:	36-1208											
(1204)	0.04	220	R	From:	FR-867						NA			NA		1997
				To:	36-1208											
(1205)	0.06	500	R	From:	36-1216						NA			NA		04/28/2003
				To:	US 17											
(1205)	0.20	300	R	From:	US 17						NA			NA		04/28/2003
				To:	Dead End											
(1206)	0.33	470	R	From:	36-1235						NA			NA		1997
				To:	US 17											
(1206)	0.07	1400	R	From:	US 17						NA			NA		1997
				To:	36-1208											
(1207)	0.16	130	R	From:	Dead End						NA			NA		03/20/2000
				To:	36-1211											
(1207)	0.09	200	R	From:	36-1211						NA			NA		03/20/2000
				To:	36-1212 WEST											
(1207)	0.20	390	R	From:	36-1212 WEST						NA			NA		03/20/2000
				To:	36-1216											
(1208)	0.65	3200	R	From:	Dead End						NA			NA		04/29/2003
				To:	36-1202											
(1208)	0.19	2800	F	98%	0%	1%	0%	1%	0%	C	0.106	F	0.509	3100	F	2003
(1209)	0.25	190	R	From:	US 17						NA			NA		04/28/2003
				To:	36-1227											
(1210)	0.36	780	R	From:	36-1227						NA			NA		04/28/2003
				To:	36-1202											
(1211)	0.13	60	R	From:	Dead End						NA			NA		04/28/2003
				To:	36-1207											
(1212)	0.24	80	R	From:	36-1213						NA			NA		04/28/2003
				To:	Dead End											
(1212)	0.12	80	R	From:	36-1207 WEST						NA			NA		04/28/2003
				To:	36-1207 EAST											
(1212)	0.12	80	R	From:	36-1207 EAST						NA			NA		04/28/2003
				To:	36-1213											
(1213)	0.28	70	R	From:	Dead End						NA			NA		04/28/2003
				To:	36-1212											
(1213)	0.13	320	R	From:	36-1212						NA			NA		04/28/2003
				To:	36-1216											
(1214)	0.37	380	R	From:	36-1202						NA			NA		04/28/2003
				To:	Dead End											
(1215)	0.10	100	R	From:	36-1227						NA			NA		03/20/2000
				To:	36-1231											
(1215)	0.05	190	R	From:	36-1231						NA			NA		03/20/2000
				To:	36-1222											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1215)	0.03	220	R	From:	36-1222						NA			NA		03/20/2000
				To:	36-1223						NA			NA		03/20/2000
(1215)	0.09	170	R	From:	36-1202						NA			NA		03/20/2000
				To:	36-1250						NA			NA		03/20/2000
(1216)	1.78	3400	F	99%	0%	1%	0%	0%	0%	C	0.095	F	0.58	3700	F	2003
				To:	US 17											
(1217)	0.02	4300	R	From:	36-1216						NA			NA		1997
				To:	US 17						NA			NA		1997
(1218)	0.30	80	R	From:	36-1240						NA			NA		1997
				To:	US 17						NA			NA		1997
(1219)	0.14	2600	R	From:	36-1216						NA			NA		1997
				To:	US 17; SR 216						NA			NA		1997
(1220)	0.14	90	R	From:	36-1202						NA			NA		03/20/2000
				To:	36-1221						NA			NA		03/20/2000
(1220)	0.05	60	R	From:	36-1214						NA			NA		03/20/2000
				To:	36-1214						NA			NA		03/20/2000
(1221)	0.09	70	R	From:	36-1202						NA			NA		03/20/2000
				To:	36-1220						NA			NA		03/20/2000
(1222)	0.06	50	R	From:	36-1215						NA			NA		03/20/2000
				To:	36-1209						NA			NA		03/20/2000
(1222)	0.06	30	R	From:	36-1226						NA			NA		03/20/2000
				To:	36-1226						NA			NA		03/20/2000
(1223)	0.06	120	R	From:	36-1239						NA			NA		1996
				To:	36-1225						NA			NA		1996
(1223)	0.04	110	R	From:	36-1215						NA			NA		1996
				To:	36-1215						NA			NA		1996
(1224)	0.07	20	R	From:	36-1239						NA			NA		1996
				To:	36-1225						NA			NA		1996
(1225)	0.13	100	R	From:	36-1239						NA			NA		1996
				To:	36-1224						NA			NA		1996
(1225)	0.07	40	R	From:	36-1223						NA			NA		1996
				To:	36-1223						NA			NA		1996
(1226)	0.13	80	R	From:	36-1227						NA			NA		1996
				To:	36-1222						NA			NA		1996
(1226)	0.12	190	R	From:	36-1202						NA			NA		1996
				To:	36-1202						NA			NA		1996
(1227)	0.06	60	R	From:	36-1231						NA			NA		1996
				To:	36-1215						NA			NA		1996
(1227)	0.06	80	R	From:	36-1209						NA			NA		1996
				To:	36-1209						NA			NA		1996
(1227)	0.06	70	R	From:	36-1226						NA			NA		1996
				To:	36-1226						NA			NA		1996

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1228	0.17	700	R	From:	Dead End					NA			NA		04/28/2003	
				To:	36-641											
1229	0.08	120	R	From:	36-1214					NA			NA		04/28/2003	
				To:	Begin Loop											
1229	0.15	49	R	From:	36-1230					NA			NA		04/28/2003	
				To:	End Loop											
1229	0.06	47	R	From:	36-1230					NA			NA		04/28/2003	
				To:	End Loop											
1230	0.02	20	R	From:	36-1229					NA			NA		04/28/2003	
				To:	36-1229											
1231	0.11	90	R	From:	36-1215					NA			NA		1996	
				To:	36-1215											
1232	0.50	630	R	From:	36-1252					NA			NA		05/06/2003	
				To:	36-1216											
1232	0.13	1400	R	From:	36-1216					NA			NA		05/06/2003	
				To:	36-1216											
1233	0.34	130	R	From:	36-1216					NA			NA		04/28/2003	
				To:	36-1216											
1234	0.20	150	R	From:	36-645					NA			NA		04/28/2003	
				To:	36-1241											
1235	0.12	70	R	From:	36-1206					NA			NA		1997	
				To:	36-1206											
1235	0.07	70	R	From:	36-1206					NA			NA		1997	
				To:	Dead End											
1236	0.32	150	R	From:	Cul-de-Sac					NA			NA		04/30/2003	
				To:	36-642											
1237	0.18	530	R	From:	US 17					NA			NA		1997	
				To:	36-1248											
1237	0.02	240	R	From:	36-1247					NA			NA		1997	
				To:	36-1247											
1238	0.14	160	R	From:	36-1216					NA			NA		1997	
				To:	Dead End											
1239	0.24	160	R	From:	36-1208					NA			NA		04/28/2003	
				To:	36-1202											
1240	0.21	640	R	From:	36-1243					NA			NA		1997	
				To:	36-1218											
1240	0.08	830	R	From:	US 17					NA			NA		1997	
				To:	US 17											
1241	0.16	70	R	From:	Dead End					NA			NA		04/28/2003	
				To:	36-1234											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1241	0.38	310	R	From:	36-1234						NA			NA		04/28/2003
				To:	36-1216											
1242	0.14	240	R	From:	36-1243 EAST						NA			NA		1997
				To:	36-1244 EAST											
1242	0.25	80	R	From:	36-1244 WEST						NA			NA		1997
				To:	36-1245											
1242	0.13	150	R	From:	36-1243 WEST						NA			NA		1997
				To:	36-1244											
1243	0.12	60	R	From:	36-1242 WEST						NA			NA		1997
				To:	36-1240											
1243	0.08	250	R	From:	36-1242 EAST						NA			NA		1997
				To:	36-1242 WEST											
1243	0.04	540	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1242											
1246	0.16	150	R	From:	Dead End						NA			NA		1997
				To:	36-641											
1247	0.23	220	R	From:	36-1202						NA			NA		1997
				To:	36-1237											
1247	0.04	20	R	From:	Dead End						NA			NA		1997
				To:	36-1237											
1248	0.23	210	R	From:	36-1201 SOUTH						NA			NA		1997
				To:	36-1270											
1249	0.08	180	R	From:	36-1201 NORTH						NA			NA		1997
				To:	Dead End											
1250	0.11	190	R	From:	36-1251						NA			NA		1997
				To:	36-1261											
1250	0.03	360	R	From:	36-1216						NA			NA		1997
				To:	US 17											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1251)	0.12	170	R	From:	Dead End						NA			NA		1997
				To:	36-1250											
(1252)	0.14	440	R	From:	Dead End						NA			NA		03/22/2000
				To:	36-1232											
(1253)	0.01	20	R	From:	Dead End						NA			NA		04/28/2003
				To:	36-641 Gap Terminus											
(1253)	0.01	20	R	From:							NA			NA		04/28/2003
				To:	36-641											
(1254)	0.13	90	R	From:	Dead End						NA			NA		1997
				To:	36-641											
(1255)	0.16	160	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1201											
(1256)	0.06	330	R	From:	36-1208						NA			NA		04/28/2003
				To:	Dead End											
(1257)	0.13	100	R	From:	36-1201						NA			NA		1997
				To:	Cul-de-Sac											
(1258)	0.08	70	R	From:	Cul-de-Sac						NA			NA		03/20/2000
				To:	36-1207											
(1259)	0.03	40	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1247											
(1260)	0.17	510	R	From:	36-699						NA			NA		04/28/2003
				To:	Begin Loop											
(1260)	0.43	110	R	From:							NA			NA		04/28/2003
				To:	End Loop											
(1261)	0.04	400	R	From:	36-1250						NA			NA		1997
				To:	36-1262											
(1262)	0.09	60	R	From:	Dead End						NA			NA		1997
				To:	36-1261											
(1262)	0.04	170	R	From:							NA			NA		1997
				To:	36-1265											
(1263)	0.26	160	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1201											
(1264)	0.32	80	R	From:	36-1260						NA			NA		03/20/2000
				To:	Cul-de-Sac											
(1265)	0.15	90	R	From:	36-1262						NA			NA		1997
				To:	36-1266											
(1266)	0.05	30	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1267											
(1266)	0.07	60	R	From:							NA			NA		1997
				To:	36-1265											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1267)	0.13	100	R	From:	36-1262					NA	NA	1997				
				To:	36-1266											
(1268)	0.03	40	R	From:	Cul-de-Sac					NA	NA	1997				
				To:	36-1267											
(1270)	0.10	120	R	From:	36-1249					NA	NA	04/28/2003				
				To:	36-1271											
(1271)	0.13	80	R	From:	36-1201					NA	NA	04/28/2003				
				To:	36-1270											
(1272)	0.10	80	R	From:	36-1201 SOUTH					NA	NA	1997				
				To:	36-1201 NORTH											
(1273)	0.08	100	R	From:	Cul-de-Sac					NA	NA	05/06/2003				
				To:	36-1232											
(1274)	0.08	90	R	From:	Cul-de-Sac					NA	NA	05/06/2003				
				To:	36-1232											
(1275)	0.12	150	R	From:	Cul-de-Sac					NA	NA	04/28/2003				
				To:	36-1214											
(1276)	0.05	40	R	From:	Cul-de-Sac					NA	NA	04/28/2003				
				To:	36-1275											
(1278)	0.13	50	R	From:	Cul-de-Sac					NA	NA	04/28/2003				
				To:	36-1228											
(1279)	0.10	90	R	From:	Cul-de-Sac					NA	NA	04/28/2003				
				To:	36-1228											
(1280)	0.11	70	R	From:	Cul-de-Sac					NA	NA	04/28/2003				
				To:	36-641											
(1285)	0.37	200	R	From:	Cul-de-Sac					NA	NA	03/20/2000				
				To:	36-699											
(1286)	0.14	60	R	From:	Cul-de-Sac					NA	NA	03/20/2000				
				To:	36-1285											
(1287)	0.07	20	R	From:	36-1285					NA	NA	03/20/2000				
				To:	36-1285											
(1288)	0.06	40	R	From:	Cul-de-Sac					NA	NA	04/28/2003				
				To:	36-1247											
(1289)	0.12	70	R	From:	36-1247					NA	NA	04/28/2003				
				To:	Cul-de-Sac											
(1290)	0.23	45	R	From:	Cul-de-Sac					NA	NA	1995				
				To:	36-642											
(1295)	0.10	130	R	From:	36-1297					NA	NA	03/22/2000				
				To:	36-1305											



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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1296)	0.18	NA		From:	Dead End/						NA			NA		
				To:	36-01295(B)/											
(1297)	0.08	70	R	From:	36-1295						NA			NA		03/22/2000
				To:	Cul-de-Sac											
(1300)	0.11	100	R	From:	Cul-de-Sac						NA			NA		1996
				To:	36-1311											
(1301)	0.23	130	R	From:	Dead End						NA			NA		03/22/2000
				To:	36-1327											
(1301)	0.37	620	R	From:							NA			NA		03/22/2000
				To:	36-1302											
(1301)	0.39	980	R	From:							NA			NA		03/22/2000
				To:	US 17											
(1302)	0.40	590	R	From:	36-1303						NA			NA		03/22/2000
				To:	36-1301											
(1303)	0.70	650	R	From:	Dead End						NA			NA		05/06/2003
				To:	36-1302											
(1303)	0.28	1600	R	From:							NA			NA		05/06/2003
				To:	36-1304											
(1303)	0.55	1100	R	From:							NA			NA		05/06/2003
				To:	0.55 MS 36-1304											
(1303)	0.65	120	R	From:							NA			NA		05/06/2003
				To:	Dead End											
(1304)	0.19	90	R	From:	36-1316 WEST						NA			NA		1996
				To:	36-1316 EAST											
(1304)	0.08	260	R	From:							NA			NA		1996
				To:	36-1318											
(1304)	0.20	480	R	From:							NA			NA		1996
				To:	36-1319											
(1304)	0.46	1300	R	From:							NA			NA		1996
				To:	36-1303											
(1304)	0.54	3400	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.712	3700	F	2003
				To:	US 17											
(1305)	0.60	340	R	From:	Dead End						NA			NA		1996
				To:	36-1304											
(1306)	0.41	1400	R	From:	Dead End						NA			NA		1996
				To:	US 17											
(1307)	0.37	2100	R	From:	36-1303						NA			NA		1996
				To:	US 17											
(1308)	0.25	460	R	From:	36-1311						NA			NA		1996
				To:	36-1304											
(1308)	0.11	140	R	From:							NA			NA		1996
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1309	0.13	260	R	From	36-636					NA			NA			1996
				To	36-1310											
1310	0.28	230	R	From	Dead End					NA			NA			1996
				To	36-1309											
1310	0.06	200	R	From						NA			NA			1996
				To	36-1322											
1310	0.21	380	R	From						NA			NA			1996
				To	36-636											
1311	0.07	360	R	From	36-1314					NA			NA			1996
				To	36-1313											
1311	0.02	830	R	From						NA			NA			1996
				To	36-1308											
1311	0.15	1100	R	From						NA			NA			1996
				To	US 17											
1312	0.27	310	R	From	36-1305					NA			NA			1996
				To	36-1314											
1312	0.07	90	R	From						NA			NA			1996
				To	36-1313											
1312	0.10	50	R	From						NA			NA			1996
				To	Dead End											
1313	0.19	300	R	From	36-1312					NA			NA			1996
				To	36-1311											
1314	0.19	300	R	From	36-1312					NA			NA			1996
				To	36-1311											
1315	0.37	100	R	From	36-636					NA			NA			1996
				To	Dead End											
1316	0.12	100	R	From	36-1304 SOUTH					NA			NA			1996
				To	36-1304 NORTH											
1316	0.07	150	R	From						NA			NA			1996
				To	36-1317											
1316	0.08	60	R	From						NA			NA			1996
				To	Cul-de-Sac											
1317	0.06	80	R	From	Cul-de-Sac					NA			NA			1996
				To	36-1316											
1318	0.06	20	R	From	Cul-de-Sac					NA			NA			1996
				To	36-1319											
1318	0.08	30	R	From						NA			NA			1996
				To	36-1304											
1319	0.25	60	R	From	36-1318					NA			NA			1996
				To	36-1304											
1319	0.15	130	R	From						NA			NA			1996
				To	Cul-de-Sac											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1320	0.14	200	R	From:	Dead End				NA	NA	03/22/2000					
				To:	36-1321											
1320	0.24	420	R	From:					NA	NA	03/22/2000					
				To:	36-636											
1321	0.21	180	R	From:	Cul-de-Sac				NA	NA	03/22/2000					
				To:	36-1320											
1322	0.08	180	R	From:	36-1310				NA	NA	03/22/2000					
				To:	36-1323											
1322	0.08	NA		From:					NA	NA						
				To:	Cul-de-Sac											
1323	0.08	50	R	From:	Dead End				NA	NA	03/22/2000					
				To:	36-1322											
1323	0.03	20	R	From:					NA	NA	03/22/2000					
				To:	Dead End											
1324	0.09	160	R	From:	Cul-de-Sac				NA	NA	04/21/2003					
				To:	36-635											
1325	0.11	150	R	From:	36-1326				NA	NA	04/21/2003					
				To:	36-632											
1326	0.11	70	R	From:	Dead End				NA	NA	04/21/2003					
				To:	36-1325											
1326	0.14	60	R	From:					NA	NA	04/21/2003					
				To:	Dead End											
1327	0.22	340	R	From:	36-1301				NA	NA	05/06/2003					
				To:	Cul-de-Sac											
1328	0.11	210	R	From:	Cul-de-Sac				NA	NA	05/06/2003					
				To:	36-1327											
1329	0.18	140	R	From:	36-1328				NA	NA	05/06/2003					
				To:	Cul-de-Sac											
1330	0.20	90	R	From:	36-635				NA	NA	04/21/2003					
				To:	Cul-de-Sac											
1331	0.30	170	R	From:	36-618				NA	NA	04/08/2003					
				To:	Cul-de-Sac											
1332	0.21	100	R	From:	Dead End				NA	NA	03/22/2000					
				To:	US 17											
1333	0.15	120	R	From:	Cul-de-Sac O.15 MN				NA	NA	03/22/2000					
				To:	36-1302											
1333	0.11	70	R	From:					NA	NA	03/22/2000					
				To:	Cul-de-Sac											
1334	0.16	140	R	From:	Cul-de-Sac				NA	NA	04/17/2003					
				To:	36-631											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1335	0.13	60	R	From:	Cul-de-Sac						NA			NA		1995
				To:	36-1305											
1336	0.09	210	R	From:	36-614						NA			NA		04/24/2003
				To:	36-1337											
1336	0.07	60	R	From:	36-1337						NA			NA		04/24/2003
				To:	Cul-de-Sac											
1337	0.06	48	R	From:	Dead End						NA			NA		04/24/2003
				To:	36-1336											
1337	0.04	40	R	From:	36-1336						NA			NA		04/24/2003
				To:	Dead End											
1338	0.44	340	R	From:	Cul-de-Sac						NA			NA		04/24/2003
				To:	36-614											
1339	0.15	130	R	From:	36-633						NA			NA		04/05/2000
				To:	Cul-de-Sac											
1340	0.20	80	R	From:	Cul-de-Sac						NA			NA		04/21/2003
				To:	36-635											
1341	0.16	100	R	From:	Cul-de-Sac						NA			NA		04/21/2003
				To:	36-636											
1342	0.20	150	R	From:	Cul-de-Sac						NA			NA		04/08/2003
				To:	36-618											
1343	0.09	60	R	From:	Cul-de-Sac						NA			NA		04/08/2003
				To:	36-1346											
1344	0.09	250	R	From:	36-1346						NA			NA		04/08/2003
				To:	36-1345											
1344	0.09	350	R	From:	36-1345						NA			NA		04/08/2003
				To:	36-614											
1345	0.12	80	R	From:	Cul-de-Sac						NA			NA		04/08/2003
				To:	36-1344											
1346	0.10	80	R	From:	Cul-de-Sac						NA			NA		04/08/2003
				To:	36-1344											
1346	0.12	140	R	From:	36-1344						NA			NA		04/08/2003
				To:	Dead End											
1347	0.16	270	R	From:	36-614						NA			NA		04/08/2003
				To:	Cul-de-Sac											
1348	0.15	170	R	From:	36-1347						NA			NA		04/08/2003
				To:	Cul-de-Sac											
1349	0.07	30	R	From:	Cul-de-Sac						NA			NA		05/06/2003
				To:	36-1303											
1350	0.08	200	R	From:	36-1351						NA			NA		05/06/2003
				To:	36-1319											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1351	0.09	70	R	From	Cul-de-Sac O.09 MN						NA			NA		05/06/2003
				To	36-1350											
1351	0.09	110	R	From							NA			NA		05/06/2003
				To	Dead End O.09 MS											
1355	0.19	120	R	From	Cul-de-Sac						NA			NA		04/21/2003
				To	36-632											
1356	0.37	210	R	From	36-1359						NA			NA		03/22/2000
				To	36-636											
1357	0.10	70	R	From	Cul-de-Sac						NA			NA		03/22/2000
				To	36-1356											
1358	0.05	40	R	From	36-1356						NA			NA		03/22/2000
				To	Cul-de-Sac											
1359	0.44	200	R	From	Cul-de-Sac						NA			NA		03/22/2000
				To	36-636											
1360	0.53	460	R	From	Cul-de-Sac						NA			NA		04/08/2003
				To	36-614											
1361	0.20	110	R	From	Cul-de-Sac						NA			NA		04/08/2003
				To	36-1360											
1362	0.07	140	R	From	Cul-de-Sac						NA			NA		04/08/2003
				To	36-1360											
1363	0.15	190	R	From	36-1304						NA			NA		05/06/2003
				To	Cul-de-Sac											
1364	0.08	60	R	From	Cul-de-Sac						NA			NA		05/06/2003
				To	36-1363											
1365	0.12	80	R	From	36-614						NA			NA		04/08/2003
				To	Cul-de-Sac											
1366	0.06	NA		From	36-01304(B)/						NA			NA		
				To	Dead End/											
1367	0.19	120	R	From	36-1201						NA			NA		04/28/2003
				To	Cul-de-Sac											
1370	0.35	240	R	From	36-618						NA			NA		04/08/2003
				To	Cul-de-Sac											
1375	0.11	100	R	From	Cul-de-Sac						NA			NA		04/21/2003
				To	36-636											
1380	0.90	980	R	From	Cul-de-Sac						NA			NA		04/21/2003
				To	36-632											
1381	0.65	710	R	From	36-1380 SOUTH						NA			NA		04/10/2000
				To	36-1380 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1382	0.09	47	R	From:	Cul-de-Sac					NA			NA			04/10/2000
				To:	36-1381											
1383	0.18	140	R	From:	Cul-de-Sac					NA			NA			04/10/2000
				To:	36-1381											
1384	0.24	130	R	From:	36-1381					NA			NA			04/10/2000
				To:	36-1380											
1385	0.05	30	R	From:	36-1384					NA			NA			04/10/2000
				To:	Cul-de-Sac											
1386	0.07	280	R	From:	36-1387					NA			NA			04/10/2000
				To:	36-1381											
1387	0.24	100	R	From:	Cul-de-Sac					NA			NA			04/10/2000
				To:	36-1386											
1387	0.12	100	R	From:	Cul-de-Sac					NA			NA			04/21/2003
1388	0.16	90	R	From:	Cul-de-Sac					NA			NA			04/10/2000
				To:	36-1381											
1395	0.11	100	R	From:	36-1307					NA			NA			05/06/2003
				To:	Cul-de-Sac											
1401	0.11	30	R	From:	Cul-de-Sac					NA			NA			04/19/2000
				To:	36-1404											
1401	0.20	80	R	From:	36-1402					NA			NA			04/19/2000
1401	0.09	110	R	From:	36-1403					NA			NA			04/19/2000
1401	0.36	380	R	From:	36-623					NA			NA			04/19/2000
1402	0.04	20	R	From:	Dead End					NA			NA			04/19/2000
				To:	36-1401											
1403	0.37	150	R	From:	Dead End					NA			NA			04/02/2003
				To:	36-1401											
1404	0.09	20	R	From:	36-1401					NA			NA			04/19/2000
				To:	36-1403											
1405	0.23	1900	R	From:	36-604					NA			NA			04/27/2000
				To:	36-1406											
1405	0.07	1800	R	From:	36-1407					NA			NA			04/27/2000
1405	0.08	1700	R	From:	36-1408					NA			NA			04/27/2000
1405	0.09	1300	R	From:	36-1415					NA			NA			04/27/2000
				To:	36-1416											
1405	0.54	1200	R	To:	Cul-de-Sac					NA			NA			04/27/2000

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1406	0.04	80	R	From:	36-1405					NA			NA		04/27/2000	
				To:	Cul-de-Sac											
1407	0.20	140	R	From:	36-1405					NA			NA		04/27/2000	
				To:	Cul-de-Sac											
1408	0.27	290	R	From:	Cul-de-Sac					NA			NA		04/27/2000	
				To:	36-1405											
1408	0.16	60	R	From:	36-1405					NA			NA		04/27/2000	
				To:	Cul-de-Sac											
1409	0.04	70	R	From:	Cul-de-Sac					NA			NA		03/19/2003	
				To:	36-1408											
1410	0.14	400	R	From:	36-1411					NA			NA		05/08/2003	
				To:	36-615											
1411	0.59	450	R	From:	Dead End					NA			NA		05/08/2003	
				To:	36-629											
1412	0.14	50	R	From:	36-680					NA			NA		03/19/2003	
				To:	Cul-de-Sac											
1415	0.19	180	R	From:	Cul-de-Sac					NA			NA		03/19/2003	
				To:	36-1405											
1416	0.09	20	R	From:	36-1405					NA			NA		04/27/2000	
				To:	Cul-de-Sac											
1417	0.09	60	R	From:	36-1405					NA			NA		04/27/2000	
				To:	Cul-de-Sac											
1418	0.09	80	R	From:	Cul-de-Sac					NA			NA		03/19/2003	
				To:	36-1405											
1420	0.09	160	R	From:	US 17					NA			NA		04/17/2003	
				To:	Dead End											
1421	0.39	NA		From:	36-1422					NA			NA			
				To:	36-1422											
1422	0.98	110	R	From:	Begin Loop					NA			NA		03/19/2003	
				To:	End Loop											
1422	0.16	260	R	From:						NA			NA		03/19/2003	
				To:	36-1421											
1422	0.39	920	R	From:						NA			NA		03/19/2003	
				To:	36-1405											
1423	0.10	60	R	From:	36-1422					NA			NA		03/19/2003	
				To:	Cul-de-Sac											
1424	0.12	70	R	From:	36-1422					NA			NA		03/19/2003	
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Gloucester County</b>																
(1425)	0.28	150	R	From:		Cul-de-Sac					NA			NA		04/17/2003
(1425)	0.45	650	R	To:		36-1426					NA			NA		04/17/2003
				From:		36-688										
(1426)	0.20	370	R	To:		Dead End					NA			NA		04/17/2003
(1426)	0.36	80	R	From:		36-1425					NA			NA		04/17/2003
				To:		Cul-de-Sac										
(1427)	0.22	180	R	From:		Cul-de-Sac					NA			NA		04/17/2003
				To:		36-1426										
(1428)	0.06	49	R	From:		36-1425					NA			NA		04/17/2003
				To:		Cul-de-Sac										
(1429)	0.10	60	R	From:		Cul-de-Sac					NA			NA		04/17/2003
				To:		36-1427										
(1430)	0.11	110	R	From:		Cul-de-Sac					NA			NA		03/15/2000
(1430)	0.21	290	R	To:		36-1431					NA			NA		03/15/2000
				From:		36-605										
(1431)	0.07	60	R	To:		Cul-de-Sac					NA			NA		03/15/2000
				From:		36-1430										
(1435)	0.30	220	R	To:		36-604					NA			NA		04/27/2000
				From:		Cul-de-Sac										
(1439)	0.12	80	R	From:		36-614					NA			NA		04/03/2000
				To:		Cul-de-Sac										
(1440)	0.12	70	R	From:		Cul-de-Sac					NA			NA		04/17/2003
				To:		36-614										
(1442)	0.25	210	R	From:		Dead End					NA			NA		03/15/2000
				To:		36-605										
(1501)	0.14	110	R	From:		36-1507					NA			NA		04/24/2000
(1501)	0.07	20	R	To:		36-1502					NA			NA		04/24/2000
(1501)	0.05	2	R	From:		36-1503					NA			NA		04/24/2000
				To:		Dead End										
(1502)	0.07	130	R	From:		36-1501					NA			NA		04/24/2000
				To:		36-656										
(1503)	0.06	4	R	From:		Dead End					NA			NA		04/24/2000
				To:		36-1501										
(1505)	0.10	80	R	From:		36-656					NA			NA		03/22/2000
				To:		36-1506										



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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1505	0.16	48	R	From:	36-1506					NA			NA		03/22/2000	
				To:	Cul-de-Sac											
1506	0.17	40	R	From:	36-656					NA			NA		02/22/2000	
				To:	36-1505											
1507	0.18	30	R	From:	Cul-de-Sac					NA			NA		04/24/2000	
				To:	0.18 MN Cul-de-Sac											
1507	0.11	60	R	From:						NA			NA		04/24/2000	
				To:	36-1501											
1510	0.12	150	R	From:	36-700					NA			NA		04/24/2000	
				To:	36-1511											
1511	0.23	70	R	From:	Cul-de-Sac					NA			NA		04/24/2000	
				To:	Dead End											
1520	0.52	420	R	From:	36-1521					NA			NA		04/12/2000	
				To:	36-602											
1521	0.51	90	R	From:	Dead End					NA			NA		04/27/2000	
				To:	Dead End											
1522	0.26	130	R	From:	Dead End					NA			NA		04/12/2000	
				To:	36-1521											
1523	0.28	70	R	From:	Dead End					NA			NA		04/12/2000	
				To:	36-1521											
9164	0.20	40	R	From:	Gloucester High School					NA			NA		04/24/2003	
				To:	36-615											
9165	0.20	70	R	From:	36-615 WEST					NA			NA		04/24/2003	
				To:	36-615 EAST											
9166	0.13	190	R	From:	US 17 BUS					NA			NA		05/08/2003	
				To:	Botetourt Elem Sch											
9167	0.08	100	R	From:	SR 216					NA			NA		04/30/2003	
				To:	Achilles Elem Sch											
9169	0.20	30	R	From:	36-629					NA			NA		04/24/2003	
				To:	Gloucester Int Sch											
9178	0.27	840	R	From:	36-614					NA			NA		05/15/2000	
				To:	Peasley Middle Sch											
9179	0.17	200	R	From:	US 17					NA			NA		05/15/2000	
				To:	Petsworth Elem Sch											
9552	0.12	30	R	From:	US 17					NA			NA		04/24/2003	
				To:	Gloucester High Sch											
9857	0.11	270	R	From:	36-1304					NA			NA		05/06/2003	
				To:	Abingdon Elem Sch											